Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (previously presented) A method for controlling activation of a power source of a hybrid electric vehicle, the hybrid electric vehicle having a brake system, first power source, a second power source, a motor connected to the first and second power sources, and a power transfer unit connected to the motor and adapted to drive a vehicle wheel, the method comprising:

determining a vehicle speed value;

determining an operating state of the brake system; ~~and~~

activating the first power source if the vehicle speed value is less than a first threshold value and the brake system is in a released condition, or if the vehicle speed value exceeds a second threshold value, or if a third threshold value has been exceeded; and

deactivating the first power source if the vehicle speed value is less than the first threshold value and the brake system is engaged condition.

2. (original) The method of claim 1 wherein the first power source is an internal combustion engine.

3. (original) The method of claim 1 wherein the first power source is a fuel cell.

4. (original) The method of claim 1 wherein the second power source is a battery.

5. (original) The method of claim 1 wherein the second power source is a capacitor.

6. (currently amended) The method of claim 1 ~~further comprising deactivating the first power source if the vehicle speed value is less than the first threshold value and the brake is engaged~~ wherein the third threshold value is exceeded when a target torque value exceeds a predetermined torque value.

7. (previously presented) The method of claim 1 wherein determining whether the third threshold value has been exceeded is based on a change in position of a gas pedal detected by a gas pedal position sensor.

8. (previously presented) The method of claim 1 wherein determining whether the third threshold value has been exceeded includes determining a target torque value and a target power value, comparing the target torque value to a predetermined torque value, and comparing the target power value to a predetermined power value, wherein the third threshold value has been exceeded if either the target torque value exceeds the predetermined torque value or if the target power value exceeds the predetermined power value.

9. (original) A method for controlling starting and stopping of an engine of a hybrid electric vehicle, the hybrid electric vehicle having an engine, a voltage source, a starter/alternator connected to the engine and the voltage source, a clutch disposed between the engine and the starter/alternator, and a transmission connected to the starter/alternator and adapted to drive a vehicle wheel, the method comprising:

comparing a vehicle speed to a first threshold value;

comparing the vehicle speed to a second threshold value;

determining whether a third threshold value has been exceeded;

determining whether a vehicle brake is released if the vehicle speed is less than the first threshold value;

starting the engine if the vehicle speed is less than the first threshold value and the brake is released, if the vehicle speed is greater than the second threshold value, or if the third threshold value has been exceeded; and

stopping the engine if the vehicle speed is less than the first threshold value and the vehicle brake is engaged or if the third threshold value is not exceeded.

10. (original) The method of claim 9 wherein the third threshold value is indicative of a torque limit of the starter/alternator.

11. (original) The method of claim 9 wherein the third threshold value is indicative of a power limit of the voltage source.

12. (original) The method of claim 9 wherein the first threshold value is less than the second threshold value.

13. (currently amended) The method of claim 9 wherein the vehicle speed is measured by a speed sensor located at ~~the~~ an output shaft of the transmission.

14. (original) The method of claim 9 wherein determining whether the vehicle brake is released is based on a change in position of a brake pedal detected by a brake pedal position sensor.

15. (original) The method of claim 9 wherein determining whether the third threshold value has been exceeded is based on a change in position of a gas pedal detected by a gas pedal position sensor.

16. (original) A method for controlling starting and stopping of an engine of a hybrid electric vehicle, the hybrid electric vehicle having an engine and a voltage source connected to a starter/alternator, a transmission connected to the starter/alternator and adapted to drive a vehicle wheel, the method comprising the steps of:

comparing a vehicle speed to a first threshold value and a second threshold value;

determining whether a vehicle brake is released if the vehicle speed is less than

the first threshold value;

determining whether a third threshold value indicative of a torque rating of the starter/alternator or a fourth threshold value indicative of a power rating of the voltage source has been exceeded;

starting the engine if the vehicle speed is less than the first threshold value and the brake is released, if the vehicle speed is greater than the second threshold value, or if the third or fourth threshold values have been exceeded; and

stopping the engine if the vehicle speed is less than the first threshold value and brake is engaged or if the third or fourth threshold values are not exceeded.

17. (currently amended) The method of claim 16 wherein the step of starting the engine includes engaging ~~the~~ a clutch.

18. (currently amended) The method of claim 16 wherein the step of stopping the engine includes disengaging ~~the~~ a clutch.

19. (original) The method of claim 16 wherein the step of determining whether the vehicle brake is released is based on a change in position of a brake pedal detected by a brake pedal position sensor.

20. (original) The method of claim 16 wherein the first threshold value is less than the second threshold value.